

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2023/0277	FAO:	Sharon Holman
Date:	2 August 2023	Your Ref:	P/2023/0277

Former Estate Office and Stables, Trevor Road, Chirk, Wrexham. Conversion of former estate office and stables into a single dwelling.

Further to your consultation dated consultation dated 23/05/2023 in respect of the above, I comment as follows:-

The application (P/2023/0277) submitted is for the conversion of the former estate office and stables into a single dwelling on Trevor Road. The proposed dwelling will be a three-bedroom dwelling, with three parking spaces (kept as existing).

Site Access

The development forms part of Trevor Row, a row of cottages to the south of Trevor Road.

Trevor Road is an adopted single carriageway road with a footway along the northern side. Traffic is subject to a 30mph speed limit. Trevor Road varies in width and reduces to approximately 5m wide at its narrowest point in the vicinity of the site access. "No Waiting At Any Time" restrictions are in place on the northern side of Trevor Road, whilst on-street parking is observed on the southern side, restricting two-way vehicle movements.

Drawing PL01- Location and Block 27.03.2023 indicates that the existing access gates to the property are proposed to be relocated approximately 3.5m to the south of their existing position, to maintain a 5m distance between the edge of carriageway and the proposed gates. This is considered to be appropriate.

The Applicant indicates that the vehicle access and turning areas will be 'stoned'. Whilst this is acceptable for the access road and turning area, it is requested that the access should be surfaced with hard bound materials (e.g., bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

The requirements for visibility splays at the access are set out in Welsh Government's Technical Advice Note 18 (TAN18). Whilst no indication of the achievable visibility splays have been provided as part of this submission, it is noted that visibility is likely to be constrained by the existing boundary walls. Notwithstanding, it is recognised that the principle of an access in this location is already established and that similar access arrangements exist along Trevor Road. Furthermore, the number of vehicle movements associated with a single dwelling are likely to be low and pedestrians are not expected to be present on the southern side of Trevor Road, given the presence of the footway on the northern side. Therefore, the proposed access arrangements are considered to be acceptable.

Traffic Generation

The application is for one dwelling, with maximum three-bedrooms. It is accepted that the dwelling traffic will not lead to a detrimental impact on the highway network in terms of traffic impact and safety.

Parking Provision

Wrexham County Borough Council (WCBC) Local Planning Guidance Note 16 (LPGN 16) states the maximum parking provision for a three-bedroom dwelling is three spaces. Garages will not be counted as contributing towards on-site parking provision.

The Planning Statement states that three car parking spaces will be provided, which is in accordance with LPGN16.

Conclusion

It is concluded that There is no highways reason why planning permission should not be granted, subject to the following condition:

- *"Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway".*



Chief Officer, Environment & Technical